NEW TO K LEGISLATURE.

Mr. Spracem gave a tice of a bill te change the mode of thing out the Corperation work in New York city.

ng out the Corporation were communication

the fellowing preamble and resolution —
Whereas, circumstances of a reliable character make in pream the state of a reliable character make in pream the state of the reliable character of the state of the state of the reliable character of the state of the reliable character of the state of the reliable character of the reliable charge of the

Mr. Burrs then explained the reasons which led him to

Mr. WALKER said it concerned the honor of the Senate

but thought the resolution should be laid over until the Senate was more full. The resolution was then laid on the table, by ayes 11

Mr. Wurrney again raised the question of privilege.

Mr. Dickinson—If a Governor sends to the Senate of

communication while a name is under consideration, must that communication be presented to the Senate? If the Governor sends a name as a cendidential communication, must that be made public? I received that message and put it in my pocket, and handed it back to the Governor afterwards.

Mr. PRAIT did not choose to have it go out that a message had been suppressed.

Mr. WHITNINY—We have arrived at one fact: the Senator from the Twenty-sixth (Mr. Dickinson) has suppressed a message of withdrawal. I ask, was this message directed to the Senator?

Mr. Dickinson—Keep cool.

Mr. WHITNIN—The Senator is guilty, by his own confession, of having suppressed the message.

Mr. DICKINSON—If the Governer chooses to send me the withdrawal. and at the same time sends a letter, telling me the withdraw the nomination or not, as I please, it is my business. communication while a name is under consideration

ing me to withdraw the nomination or not, as I please, it is my business.

Mr. LANSING—Has the gentleman such a letter Mr. Dickinson—I have.

Mr. LANSING—Hall you read it?

Mr. DICKINSON—No.

Mr. WHITTAN—It will have to be read.

Mr. DICKINSON—Governor Clark seat me a communication for the Senace—what was in it I did not know—and at the aame time a letter telling me to do as I pleased with it. I could guess what was in that communication.

Mr. J. CLARK—Did not your letter state what was in that communication.

Mr. DICKINSON—That is another matter.

Mr. HOPKINS objected to the debate, as being all out of order.

rder.
Mr. DANFORTH—It seems to be a question whether lark or Dickinson is Governor.
Mr. BUTTS—Was the communication that the Senator can the Twenty-sixth (Mr. Dickinson) received adversed to him?
Mr. Whenky—That question has been asked a dozen

ines.
Mr. Bishor thought the Senate had better resume le-ialative business, and the Senate refused to suspend the special order, by a vote of 8 to 10.

APTERINOON ERSSION.
A resolution to distribute the Colonial History was

A resolution to distribute the Colonial History was tabled.

The bill to equalise notaries' fees was passed.

A resolution to elect a committee to examine the Treasurer's accounts, &c., was adopted.

The bill making an annual appropriation from the literature fund for the academies who educate common school teachers, was ordered to a third reading.

The Patent Medicine bill was then taken up, and the enacting clause struck out.

The bill making provision for insane convicts was ordered to a third reading.

Progress was reported on the bill authorizing the Ogdenaburg and Clayton Railway to make appraisal of lands.

Inads.

The bill providing for compensation to the uniformed militia when called out for the support of the civil government, was ordered to a third reading.

The bill restricting railroad companies from declaring dividends in certain cases was also ordered to a third reading.

. Assembly. ALBANY, April 2, 1855.

The Rochester Canal Claims bill was reported.

The Committee of Nine made a report in which was included the Manhattan Gas bill, when a motion was made to strike it from the report. Rejected, and the re

made to strike it from the report. Rejected, and the report agreed to.

AFTERNOON SESSION.

Mr. Ward reported the bull extending the provisions of the laws for letting the canal repairs by contract. Also a bill for the prevention of canal frauds.

The amendments to the Idiot Assylum Appropriation bill were concurred in.

The bill to restrict and equalise the fees of the Notaries Public was passed. Also, the bill to annex Boston Cerners to the fown of Ancrum. Also the bill to autholise banking associations to act as agents in certain cases. Also the bill to amend the charter of the New York Academy of Music.

The general appropriation bill was made the special erder for Wednesdry.

A recess was then taken to half past seven o'clock.

BYENING SESSION.

A recess was then taken to half past seven o'clock.

MY. AIPSIN introduced a bill relative to transcripts from inferior courts in New York, and supplementary proceedings in said courts.

Mr. S. B. Colz introduced a bill to incorporate the Woman's Educational Society.

Mr. S. B. Colz introduced a bill to incorporate the Woman's Educational Society.

To incorporate the Hebrew Female Benevolent Society of the congregation of Shareth Israel.

For the election of judicial officers on separate ballots. To restrain banks of issue and deposit from acting as savings banks.

To punish the fraudulent issue and transfer of stock. Adjourned.

[Correspondence of the Evening Post.]
ALBANY, March 31, 1865.
g of Whig Politicians—The Schoonmaker Case. Meeting of Wing Politicians.—The Schoommaker Case.
There was a meeting of whig politicians here yestercay, to take into consideration the present state of
inancial affairs and the remedy. It embraced the
highest financial talent andexperience. Wm. H. Seward,
af the Baltimore and Ohio Life and Trust Company,
Sisteen Draper, of Auburn Loan experience, Ruggles,
of forty million debt memory, and Messes H. Grinnell,
were called into counsel with the heads of the banks
and railway corporations, to see how the State might
be relieved of its embarrassment, without oppressing
the railroads and banks, and without limiting expenciture. The railroad regency and the bank regency
had at first murmured and next threatened at the proposal to toil or tax them Accordingly the whig leaders began to be scared out of their purpose, when again
the canal interest made a pressure upon them, and
scared them back again.

The proposition was referred back to the committee of
ways and means, who are to take testimony in regard
to it; and who act as if they cesired to postpone it in
definitely. The whigs met in caucus last night to see
what they should de, considered and reconsidered, and
left everything in doubt. The most plausible planand Seward, Draper, Weed & Co. are said to agree to it—
is, to propose an amendment of the constitution extending the time of paying the debt and absorbing the
sinking fund. The Evening Journal is out for this tonight.

They dare not lay a general tax; they will not toll

might.

They dare not lay 'a general tax; they will not toll the roads—what else remains but to postpone the debt? It is thus that repudiation takes its first step. It is thus again that New York is invited to creep from her shell they be now you have the control of the contr

It is thus that repudiation takes its first step, it is thus again that New York is invited to creep from her shell and emulate Pennsylvania!

Mr. Schoonnaker is still in the Senate, awaiting confirmation or withdrawal, no one knows which. Why does he seek to leave a sinking ship? Why does he desert the canals in their moment of danger? The selfish eagerness of these officials remind one of the crew of the Arctis, that took to the long-boat at the first cry of danger, and left the commanders and the passengers, and the poor women and children, to perish with the sinking craft.

The attorney general, alluding to a suit instituted against ex-auditor Newell, under the orders of the Legisture of 1854, informed the House yesterday that "if the propriety of commencing the suit had been left to his judgment and discretion, no proceedings would have been instituted."

been instituted."

The new harbor masters of New York (two of them harbor mistresses by profession heretofore) await final confirmation. If confirmation could be administered excredibility by the imposition of hands, they might bestow it on each other. They remain in the Senate till Thesday next, with a privilege of reconsideration.

DELTA.

NEW YORK, April 2, 1856.

TO THE EDITOR OF THE NEW YORK REHALD. You are no doubt aware that after the accidents which happened on the Hudson River some time ago which happened on the Hudson River some time ago
the steamboat companies were all alive for a time to
guard against such calcalties in future, but it seems
they have ence more fallen asleep on the subject; happening to go to Albany a few days ago, I went up on the
steamer Hendrik Hudson, and came down on the Manhattan, neither of which boats were furnished with the
tin life preserver, which were placed in every birth last
season. New, I should like to know if the steamboat
proprietors have any intention to guard the lives of the
passeagers under their charge, or if they mean to
alumbor on in this apparent apathy and neglect until
another Henry Clay disaster once more arouses them
to a sease of their duties? Is human life now become
such a drug that we are to take no precaution for its
safety?

Extortion on the Harlem Railroad. TO THE EDITOR OF THE HERALD. NEW YORK, April 2, 1856.

New York, April 2, 1866.

Knowing your desire to expose all impositions, I take the liberty to inform you of one practised by the Harlem Railroad Campany. The fare to Kinsico station is 65 cents; on returning the conductor compels passengers from that station to pay 72 cents—stating as a reason that the company so orders when passengers do not provide themselves with tickets. Now, sir, there are not any tickets to be had at Kinsico station, nor will the ticket agent here furnish return tickets. For will oblige a great many sufferers if you will give this a place in your wide-spread journal.

ONE OF THE DEPOSED UPON.

Our Havena Corres HAVANA, March 25, 1856 The Late Ramon Pinto—Some Particulars of his Early History—Nature of his Intimacy with Concha—His Last Momens, dc. There are several facts in Ramon Pinto's history

besides those noble traits developed since his condemna-tion, which prove not only his liberal sentiments but his

energy and indomitable independence of character.

The general opinion in Cuba is, that he was the file gitimate son of the Duke of Alagon, who was one of the favorites of Ferdinand VII. (father of the present Queen of Spain) and who distinguished Pinto by the affection which he lavished on him, and the care which he took of bis education Pinto having been implicated in one of these political conspiracies of which Spain is so frequently the theatre, was compelled to emigrate to Cuba at an early period of his life. On his way out a French sail nation, the captain ordered the passengers below. Pinte thinking this measure was dictated by cowardice on the part of the captain, refused to obey, and himself gave orders to the sailors to clear fer action. He was seized and put in irons by the captain for this, and subse-quently condemned to death. He was, however, pardened in consideration of the loyal metives that ac-tuated him, and afterwards won the full confidence and

esteem of the captain.

Pinto was not of age when he arrived at Havana

estem of the capimin.

Pinto was not of age when he arrived at Havans. In 1823-24 he took an active part is the compiracy for the declaration of the independence of Cuba, known as los oles Bolivar—sons of Bolivar; and being arrested in Matanass was sent to the castle of San Severino. On his way to the prison, surrounded by soldiers, he took from his pocket a small trumpet and began to play upon it in mockery of his oppressors.

When the late revolutionary movement commenced in Spain, Concha, who was on the most intimate terms with Pinto, communicated to him all he ideas and intensions in regard to it. When the former again became Capitain General of Cuba he became anxious to re-possess himself of documents that might one day rise in evidence against him. Pinto, however, faithful to his republican creed, retued to let him have them, and it is to this circumstance that is undoubtedly owing the execution of his sequence, opposed as it was to the opinions of the highest legal authorities on the island.

I am happy to say, however, that these letters are in angle hands and will shortly be given to the world. Americans will then see the real character of the man to whose vengeance at least fifty of their countrymen have already fallen victims. The circumstance ought never to be forgotten that at the massacre of Crittenden a brutal negro kicked one of the corpses lying on the ground. A high spirited Spanish officer humanaly renrimanded him for this coatrage upon the dead. For this, Concha sent the officer back to Spain!

About twelve o'clock on the night of Pinto's execution, Col. Munoz visited him and offered him his pardou upon conditions. Pinto indignantly refused them. Between one and two on the asme night, Brigadier General Bargos, formerly chief of the military commission, went to him with a pardon written out in full, on the condition of his giving up the names of his associates. Pinto hui in a particular to him with a pardon written out in full, on the condition of his giving up the names of his associates. Pi

general I am not afraid to die. I wish to die with honor."

The Promso, of Havana, (semi-official,) in its bulletin of Thursday evening, the 22d iast, reporting the execution of Pinto, says:—

"It is now only three months since the man who has died on an ignominious scaffold before the whole population of this city, dressed in the shroud of the criminal and whose corpse has been for several hours exposed to the eyes and the commiscration of that same public—it was only three months, we repeat, that this very man was esteemed and respected by the most select of the Havana society. He had a fortune of over 200,000 dollars; he was appreciated as a loyal son of Spain, in whose provinces, on the other side of the ocean, he was born; he was the father of six or seven children, some of them of a tender age; was favored by everything that can make a man's life pleasant; was about reaching the sixtieth year of his age; had superior talents and indefatigable energy of mind; in a word, he was possessed of all that can bring happiness to a man's declining years."

First District Court,

Before Judge Green.

FINING A REFORMER FOR VIOLATION OF CITY OR-DINANCES.

APRIL 2.—The Mayor, &c., of New York vt. Peter

DINANCES.

APRIL 2.—The Mayor, dc., of New York vz. Peter Cooper.—This action was brought to recover the penalty of \$5 from Mr. Cooper, for permitting or suffering a car; to be driven over and upon the sidewalk in front of his store, contrary to the ordinance in such case made and provided. The plaintiff proved by Nathaniel Cavanagh, a policeman of the Second ward, that the defendant, on the 20th day of January last, had a store No. 17 Burling slip; that on that day there was a cart, having the name of defendant painted on it, backed on to the sidewalk in front of his store, the same being loading from the store. On his cross-examination by defendant's counsel, the witness said that the gutter was so bridged as to aid the defendant's carts in being backed on the sidewalk. The plaintiff's counsel then read in evidence the ordinance in question. The defendant's counsel then produced and offered to read in evidence a written permit, signed by the Mayor, in the following language:—

MAYOR'S OFNICE, NEW YORK, MARCH 1, 1856.

Peter Cooper has permission to receive and deliver goods from his store, 1.7 Burling slip, in the same mode heretofore adopted, which is deemed by me a less encumbrance than the present mode.

The plaintiff's counsel objected to its being read in evidence, on the ground that the fine had already accrued to the city when the permit was signed, and the Mayor has no right to remit such fine. The objection was sustained by the Judge, who, at the same time, intimated that such permission would not excuse the defendant in the commission of similar of snoes after the date of the permit. He then ordered judgment against the defendant for \$5 and costs, which the defendant is—mediately paid.

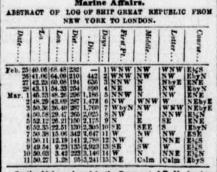
There were some twenty eight other cases for violating the counter of the contraction of the contraction of the contraction of the contraction of the produced to the city with the defendant in-mediately paid.

the defendant for \$5 and costs, which the defendant immediately paid.

There were some twenty eight other cases for violating the Corporation ordinances, in encumbering the streets, &c.; and also four cases for dealing in secondhand articles, without first having obtained licenses for that purpose. The four latter cases were tried, in which the Judge rendered judgment against the defendant in each case, of \$50 and costs. There were also several judgments rendered of \$5, for encumbering the streets and sidewalks.

Almost a DUKL.—The St. Louis papers publish a cor respondence which lately took place between Mesars B. Grantz Brown, editor of the St. Louis Democrat, and Thomas C. Reynolds, United States District Attorney. The quarsel grew out of an editorial article, in which the editor is charged with endorsing the statements of an anonymous correspondent, who accuses Mr. Reynolds of committing perjury. After sending the usual note, of committing perjury. After sending the usual note, asking an explanation, and receiving an unantifactory answer, Mr. Reynolds despatches, by a friend, a formal challenge to Mr. Brown, which is readily accepted. American rifles are chosen, as the weapons to be used, and the distance at which the antagonists are to stand apart is two hundred and forty feet. Everything is arranged between the friends of the principals, and the affair is to be governed by the rules which regulated the fatal duel between Jonathan Ciley, of Maine, and Wm. J. Graves, of Kentucky, in which Henry A. Wise, of Virginia, and George W. Jones, were the seconds. When Mr. Reynolds was informed of the arrangements, he immediately sent another letter to the editor of the Democral, stating that he was near sighted, and could not distinguish a man two hundred and forty feet from him, and wished that the distance should be reduced to twenty paces, thereby placing the combatants upon a more equal footing. The editor would not reduce the distances foot, and the attorney was not disposed to fight with a man whom he could not see, and so the affair ended.





On the 12th anchored in the Downs at 3 P. M., having sailed 3,241 miles. We had no observation of the sun for a latitude until March 8. We made the land 12 days from New York. The passage has been a rough one indeed. We made 322 miles in 22 hours, and then had to bring the ship to, on account of thick weather and proximity to land. The ship behaves nobly, and can easily make 400 miles in 24 hours. We were 13 days to Scilly, since that time light winds and calms. We laid by all of the day Sunday, 11th inst., about 12 miles from Isle of Wight; weather thick and foggy. The ship is tight and strong, and the best ship at sea I was ever in.

Yon would hardly know that you were at sea in a heavy sea; she moves along easily, making no fens, in fact splendidly, and steers like a boat in a pond; a boy can steer her easily.

The Great Republic, which arrived at Gravesend 15th. would probably lie of Rosherville for some days waiting the spring tides, when she would go higher up the river and discharge into lighters, as none of the entrances of the docks are wide enough to admit her.

The Stranship Philadelland, Capt. Schenck, sailed yesterday afternoon for Havana and New Orleans.

Heboken City News.

City Officers to He Klacted.—The charter adopted for the government of Heboken as a city, provides for the ecction of the following efficers:—

City Officers.—A Director, a Treasurer, a Clerk, a Collector, a Collector of Arrears of Taxes, an Overseer of the Poor, a Superintendant of Common Schools, a Street Commissioner and a Found Keeper.

Ward Officers.—Two members of the Common Council, two chosen Freshelders, one Assessor, one Trustee of Common Schools, one Commissioner of Appeals, one Constable, can Judge of Election, two Inspectors of Rescition, one Commissioner of Appeals, and a Ward clerk.

This evening a mass meeting to nominate a Union Ticket will be held at the Town Hall.

THE NEW CLERK. APRIL 2.—Geo. F. Bette, Esq., was this day sworn in as clark of the United States District Court, and George W. Morton, Esq., as deputy clerk. Joseph Bridgham, Esq. still continues to fill, in effect, the position which he

has occupied for several years past.

The Grand Jury entered Court and presented the fol-lowing true bills of indictment:— The United States vs. Wm. Whitfield, for an en

to make a revolt.

The same vs. Elias P. Perkins, for passin

coin.

The same vs. Charles Keller, for smuggling.

The same vs. Ferdinand Hahn, for taking letters fro
the Post Office. The same w. Bernard Coyle, for taking letters from the Post Office.

Post Office.

ALLEGED ENLISTMENT FOR THE CRIMEA.

The Grand Jury also rendered a bill against Adam
Luts, for hiring a certain person, whose name is to the
jurors unknown, to go beyond the limits of the United
States with intent to be enlisted in the service of a foreign prince—to wit, the Queen of Great Britain and Ireland—as a soldier, against the peace of the United States and against the form of the statute made and provided.

In the case of Bartholemew Blanco, charged with seing engaged in the slave trade, already discharged by

MARITIME DISASTERS-PRESENTMENT BY THE GRAND

MARITIME DISASTERS—FRESHNENT BY THE GRAND JUEY.

The Grand Inquest of the District Court of the United States for the Southern district of New York, deeply impressed by the alarmin calamities which have already occured by collisions at sea, and in view of the probable more frequent recurrence of like disasters by reason of incressed and rapidly increasing naviration, feel it to be their soloma duty to invoke the law making power to interpose by law, some practical and required remedy. To this end the Grand Inquest appointed a committee of its own body, and instructed anid committee diligently to inquire into the matter, and report the project of a law which should in its practical working—First, most effectually limit the liability of collision, and secondly, it, the event of collision, confine its consequences to manageable limits.

These few considerations were deemed in the judgment of the committee the season of the committee of the committ

Secondly—The owner or where of the steamer offend secondly—The owner or where of the steamer's period of the requirements of said second provision in fraction of the requirements of said second provision.

The above project of a law would, in the judgment of your committee, if rightly framed and become a law, commend itself to the approbation of this whole country, and in good time control the enactment of a similar law by all the leading maritime nations of the world, urged thereto as well oy modives of interest, as those of humanity.

Your committee has not been regardless of the numerous humans efforts of able minds, which, from time to time, have appeared in the public prints, and in phamplets; and especially since the heart-rending accident occurred to the end of the second preventives. In our loss suggesting various remedies and preventives, and the proposed law—to show why your committee cannot fully accord with them. Some of these suggesting various remedies and preventives. In the present proposed law—to show with your committee cannot fully accord with them. Some of these suggesting various remedies and preventives. The leading objection to this would seem to be that it has in it more of gallastry than humanity.

2d. It is suggested that steamers bound eastward should take a different line of latitude from those bound to the westward, and thus secure them against the possibility of collision. This plan would be a safe or the collision with secure which may happen not to be steering eastward of "life boats" and "life preserver." Without considering this means of safety, your committee inclines to caution against any extreme reliance on it; the case of the ill-lated Arctic too clearly shows that if she had been without life boats there would have been no desertion, and she might have been saved by that human agency which had the physical shiftly to do the work, but which ignobly thrust aside the weak and disabled and left them to perish, whilst they descried with the life-boats.

4. Relimented the prome

deserted with the life-beats.

4. "Bells," "steam whistles "" (uns" and other signals, are recommended by some, as indispensable means of avoiding collisions in fogs and darkness. These would, no doubt, answer a good end on board vessels other than steamers, alleges as possible, the better to hear a noise classwhere, and any increased noise on board a steamer in addition to that made by her engines and paddles, would defeat the desired object. Of what benefit would it be to a satting vessel hap possible, the benefit would it be to a satting vessel hap possible, the benefit would it be to a satting vessel hap possible the track of add to wheels, engines and steam-claimany, the sound of "bells," "steam whistles" and "quas," unless it be to tell with greater off-sizing that destruction was near. And be at romembered that the law steamers, which made a steamer and the steamers, and whole cargos of the steamer Europa, at mid-day, in a dense fog, for the steamer Europa, at mid-day, in a dense fog, of universal passengers on heard, destroying the slip almost instantly, and saving the lives of barely a few of all that cargo of human beings long and a steamer with the signal advantage and security of bulk-heads in steamer, your committee weight of her original steamer must navitably sink—the weight of her original steamer must navitably sink—the weight of her original them, to protect the engine room, and beliers and furnace, and this exact of the such as to overcome the power of pumps, and the water reaches the fires in the furnaces, that steamer must invitably sink—the weight of her original them, to protect the engine room, and beliers and furnace, and the seam of the such as to overcome the power of pumps, and the water reaches the fires in the furnaces, that steamer must invitably sink—the weight of her original them, to put the such as a signally sink—the weight of her original them, to put the such as a signal the such as a signal them, to the such as a signal that a vessel comparatively some the such as a signal

Our Nebraska Correspon Adjournment of the Legislature—Minost a Duel between Young America and Old Fogglom—Closing Scenes of the Legislature—Nebraska Emigrant Agents—Snow

Again, dc.
To-day closed the first session of the Nebranka Legisture, after a term of sixty days; and, upon's review of the laws passed and work done, they have not been idle. Both houses, by matual agreement, adjourned at five o'clock—the Speakers, Mr. Hansoom of the House, and Mr. Sharpe of the Council, returning their eincerchanks to their respective bodies for their indulgence

return, by resolution, complimenting them for the impartial discharge of their respective duties.

In the morning, owing to some vituperative expressions and abuse, there was a fair prospect of a resort to the code of honor between a young Virginian and an old fogy member of the Council from Michigan. The difficulty, as near as I could learn, arose from the display of a spirit of bullying on the part of the senior, to which young America prompity, through a friend, called upon him to settle the difficulty. Old fogy caved genteely—meant no harm—hoped they'd part as friends, &c. So the matter was "honorably adjusted."

The closing scenes were somewhat rich. A strong attempt was made to spring the question of an extension to Omaha City. by interested ones, through the House, but it signally failed. A considerable sparing over minor questions. creating amusement for the lobbies, was the order of things. In the early part of the session both houses passed a resolution declaring their postage was to be paid out of the contingent fund, and members "went it blind," sending off papers, letters and documents on Uncle Sam's account, but unfortunately the coatingent fund had been declared non-comeatable for the purpose, and to-day in session they were called to fork over. The general desire to "lift" all the stationery possible which has prevailed amongst the members during the session, was carried to a luidrous extent in the closing scenes, and when the general stampede was effected, so completely was everything packed up, that outsiders on a second forny could not find a particle. Before noon nearly every member had drawn his last copper from Uncle Sam's pocket: and many, in squaring accounts, found legislation, poker and whiskey, not vary profitable. To an outsider, the closing scenes of the Netraska Legislature reminded one strongly of youthful exuberance on the "last day of sok ool."

Amongst the crowd of bills passed on the last day or so, and signed by the Governor, was one authorizing him to commission agents to tr

him to commission agents to trave at a concerning the bound for Nebraska reliable information concerning the same.

Last night commenced one of the hardest anow storms we have yet experienced in this section, and the probability is that as usual it will retard the mails hitherward. In places it now lies upon the ground some two or three feet

An aftempt was made in the hurry of business today to attach a strong anti-Know Nothing resolution to the entire enactments of the season, but finding it stood a fair chance of going the same road of a former bill upon the subject, the mover suddenly withdrew it.

IKE.

TO THE EDITOR OF THE HERALD.

I observed in your paper of yesterday a paragraph recording the arrest of Mr. J. R. Bucknall, on suspicion of being a British officer engaged in recruiting men for the British government. As Mr. Bucknall is personally known to me, although comparatively a personally known to me, although comparatively a stranger in this country, truth and justice require my voluntary testimony in his behalf. It breefore beg leave to say—and shall thank you for the opportunity to express it—that Mr. Bucknall is not a British officer, but a civil engineer, as he has represented himself to be, and has in his posession certificates to that effect from Sir John McNeil, and many distinguished professional gentlemen, by whom he has been employed in Europe. For the past two or three years he has been engaged on several of our western roads, and but very lately in New Jersey. The story that he is a British officer is a stupid absurdity, and has tad its origin either in the inspiration of an overanxious official, or is the results of malice.

in the inspiration of an overanxious official, or is the result of mairie.

The fact that he is a stranger, and perhaps, as such, without friends in Philadelphia, where I understand he is under arrest, induces me to ask your insertion of this contradiction. Mr. Bucknall, whose initials are T. R., instead of J. R., is an Irishman by birth, and, if I mistake not, one of the Young Irishand party of 1848. It is therefore ridiculous to suspect him of being engaged in recruiting soldiers for the Hritish government.

I suppress my name from print, because I do not wish to be suspected of employing Mr. Bucknall's misfor tune as a means of publishing myself. It is, nevertheless, at the service of those who have the right to ask for it.

Island yesterday, to see (about twelve o'clock) the beautiful new pilot boat, Edwin Forrest, No. 14, coming down the bay in magnificent style, with a pleasure party on board. As she neared Quarantine landing where the pilot best Christian Bergh. No. 16, was at anchor, she came close in and seemed to challenge that boat for a trial. Soon after, we were gratified by seeing the Christian Bergh under weigh. At this time the Edwin Forcet was below the Narrows. They encountered each other off the Hook, and had a fine run of it back (wind northwest)—the Christian Bergh being is few yards to windward on returning. She was gallantly managed by Capt. Abraham Britton, and arrived back, off Quarantine, at about four o'clock, being some miles a-head of the Edwig Forrest. Both boats seemed to sail in fine style. This speaks well for the Staten Island boys. The new boats will have to look well to their laureis.

DESTRUCTION OF COTTON .- About sixty five thousand bales of cotton, valued at over three millions of dollars, have been destroyed by fire in this country during the

On Sunday, April 1, Jacon C. Fornes, in the 52d year of his age.

The friends and relatives are invited to attend his funeral, this afternoon, at two o'clock, from the residence of his brother, 302 Third avenue.

Un Sunday morning, April 1, of consumption, ELIMA

On Sunday morning, April 1, of consumption, ELMA W., wife of Wm. P. Holland, aged 41 years, 8 months and 25 days.

The funeral will take place from her late residence in the village of Marathon, at the head of Little Neck Bay, this day, at 1 o'clock. The relatives and friends of the family are respectfully invited to attend, without Carther invitation.

On Monday, April 2, in the 23d year of her age, Marv L., wife of Herman Schroeder.

The relatives and friends are respectfully invited to attend her funeral, to morrow. April 4th, at 1 o'clock, from the residence of her brother, Geo. C. Eyland, 168 Twenty-third street.

Charleston, S. C., papers please copy.

On Sunday, April 1, Mrs. CATHARINE BRYAN, aged 78 years.

Charleston, S. C., papers please copy.
On Sunday, April 1, Mrs. Catharine Brian, aged 78 years.
Her friends and relatives are respectfully invited to attend her funeral, from the residence of her grandson, John R. Lyng, 39 Canal street, corner of Broadway, this attention, at 3 o'clack. Her remains will be interred in Gresnwood.

In this city, of scatlet fever, on the 24th ult., Ida, aged 2 years and 24 days. On the 24 inst., Francis Richard, aged six months, youngest children of Richard F. and Frances Thomas.
Funeral of the last mentioned will take place this day, at 3 o'clock, from No. 182 Allen street. Friends of the family and neighbors are respectfully invited to attend, without further notice.
Providence papers please copy.
On Monday morning, April 2, William, the only son of William and Wilhelmina Repper, aged one year, two months and 25 days.
The friends and relatives of the family, also the members of Roland Lodge No. 10 A. O. G. F., the German Grocter's Association and the New York German Horse Guard, are respectfully invited to attend the funeral, this day, at one o'clock. The remains will be taken to Greenwood Cemetery for interment.
On Sunday, April 1, of inflammation of the lungs, Kiima, daughter of Edmund A. and Cecilia Stuart, aged two years and one month.
The relatives and friends of the family are respectfully invited to attend the funeral, from 86 Willett street, this givenous, affection, April 1, Mrs. Elizanos B. Gress, wife of James Green, aged 64 years, 1 one month and 11 days.
Her relatives and friends, and those of the family are Her relatives and friends, and those of the family are Her relatives and friends, and those of the family are Her relatives and friends, and those of the family are Her relatives and friends, and those of the family are

red in Greenwood Cemetery.

On Sunday evening, April 1, Mrs. ELLENOR B. GREEN. wife of James Green, aged 64 years, 1 one month and 11 days.

Her relatives and friends, and those of the family are respectfully invited to attend the funeral, from her late residence, 53 West Twenty-fifth street, at 2 o'clock, this afternoon.

Newburg papers please copy.

On Sunday, the let inst., of scarlet fever, Caroling, daughter of Theodore and Kate Luyster, aged 3 years and 7 months.

The relatives and friends of the family are respectfully invited to attend the funeral, at 2 o'clock P. M., this day, from the residence of her parents, No. 234 Delancey street.

On Monday, 2d usat., after a short illness, Miss Bridger, Herfriends and those of her brothers, Michael and James Phelan, are requested to attend her funeral, tomorrow, at 1½ o'clock, from her late residence, No. 21 Fifth street.

In Brooklyn on Saturday afternoon, March 31, of consumption, Mr. REMARMIN F. SIMMONS, formerly of Beston, Mass., aged 49 years.

His remains were taken to Mount Olivet Cemetery for interneut.

On Monday, April 2, Julia, only child of George W. and Adelaide T. Oawald, aged two years and Il months. The friends and acquaintances of the family are respectfully invited to attend her funeral, from the residence of her uncle, John O. Oswald, No. 17 East Baltic street, South Brooklyn, this day, at 2 o'clock, without further invitation.

On Sunday, April 2, Mr. John Wintern, of disease of the heart, is the 39th year of his mether, No. 182 York street, Brooklyn.

On Monday, April 2, Mr. John Wintern, of disease of the heart, is the 39th year of his mether, No. 182 York street, Brooklyn.

On Monday, April 2, Mr. John Wintern, of disease of the heart, is the 39th year of his age.

His friends and acquaintances, and his brother Edward, are respectfully invited to attend his funeral, room his late residence of his mether, No. 182 York street, Brooklyn.

On Monday, April 2, Mr. John Wintern, of disease of the heart, is the 39th year of his mether, No. 182 Yo

Natives of Cat. In the United States.

The Department of State.

The Department of State.

At Washington publishes the following notice for general a formation:

CONSULTATE OF THE UNITED STATES, 1 HAVINA, 1 vol. 20, 1855.

Whereas several instances have a ently occurred of matives of the island of Cuba who has, 2 bein to the United States, and there become naturally, 3 as citizens of the United States, having returned to the "dand not with American passports countersigned by the a'can'ele Comuls, but with passports issued by the Consula, in which no mention is made that such parties are Am, vican citizens, but merely describing them as natives at Cuba, of which parties several have met with difficulties hert, and claimed the protection of this Consulate; and whereas, on application being made to the government of the island for explanation or information as to the cause of the difficulties, by the Consulate, the answer has been returned that such parties are not citizens of the United States, but Spanish subjects, their last act having been, on coming here, to acknowledge themselves Spanish subjects by their own declarations to the Spanish Consuls to this effect; and that as such the fact, and no one can enjoy two mationalities, the Consulate of the United States cannot interfere in their behalf.

Aberefore, this caution to all whom it may or shall

Consulate of the United States cannot interfere is their behalf.

Aberefore, this caution to all whom it may or shall concern is given:—That citizens of the United States should, before leaving for Cubs, have their American pnasports countersigned by the Spanish Consul at the port of embarcation, or at the nearest place where a Consul resides. WM. H. ROBERTSON, Acting Consul.

Port of New York, April 2, 1855.

CLEARED.

Steamship Philadelphia. Schenck, Havana, M O Roberts.
Ship London, Hubbard, Liverpool, Grinnell, Minturn & Co.
Ship Washington, White, Liverpool, W F Frost.
Ship isaac Webb, Bryer, Laverpool, C H Marshall & Co.
Ship Win Tell, Funk, Haver, Boyd # Hinckon.
Ship Yankee Ranger (new), Raven, Bremen, Stanton & Kuper. Ship Fankës Manger (new), naven, upon the function of the following followin

base.
Sehr Wm M Dodge, Welden, St Thomas, Russell & Vining.
Sehr Mars (Br), Levy, Halifax, Jas Hunter & Co.
Sehr Louise, Miner, Mobile, Lanc, West & Co.
Sehr F Wording, Russ, Acknowlle, Snow & Burgess.
Sehr Edipse, Gosleo, Savannah, Scrauton & Tallman, Sehr Edipse, Gosleo, Savannah, Scrauton & Tallman, Sehr D B Warner, Harnon, Charleston, McCready, Mott Co. Schr Helene, Stutes, Wilmington, McCready, Mott & Co. Schr Ann, Punnell, City Point, J Hunter & Co. Schr Ashland, Burch, Norfolk, Sturges, Clearman & Co.

Schr Ann, Punnell, Gity Point, J Hunter & Co.
Schr Ashland, Burch, Norfolk, Sturges, Clearman & Co.
ARRIVED.

Steamstip Rosnoke, Shinner, Richmond, with mide and passengers, to Ludism & Pleasants. Anchored under Jersey City in consequence of the high wind, Aprill, 11 AM, 15 miles borth of Hog Island, passed steamship Jamestown, honce for Norfolk
Schr E R Sawyer (of Boston), Farwell, Baracon, 23 days, with cocos nuts. &c. to H Farnsworth. Experienced heavy weather during the passage; lost deck, load, &c.
Schr F Nickerson, Lynch, Charlestón, 10 days, with cotton, &c. to Dollner & Potter, Experienced heavy weather during the passage March 22, lat 32, lon 77 40, during a cale, carried away flying jibboom, mainboom, split sails, and shipped as sea, which carried away the boat from the dwitz 34th, 154 459, lon 74 58, passed the brig Sea Gull, of Darlen, or Brewer, Me, waterlogged and sbandoned; 25th, lat 37 11, lon 78, spoke bark Tybes, from Boston for Wilmington.
Schr C Hall, Rogers, Fredericksburg, 5 days.
Schr Start, Allen, Plymouth, Mass.
Sloop Mids, ——, Providence.

shop sinas, —, Providence.

337 Since Sunday morning, the wind has been from the NW. and blowing a gaie; most of the vessels at anchor in the North Buver have two anchors down, and several of them have dragged and gone in the East river, but without damage. mage.
The bark E A Clark from New Orleans, and a brig reported below, are yet at anchor.
There were no inward bound vessels in sight at sundown.

Geo Steers.

SAILED.

Steamship Philadelphia. Havana.
Ship Geo I. Sampson. Cobb. reported sld. 31st ult for San
Francisco. had an experious sailed 4th Jan; but got on the bar
and returned five riches.
Wind during the day, NW, and blowing a gale.

Herald Marine Correspondence. FHILADELPHIA, April 2, 4 PM—Arr schr Louisa, Dasoy Plymouth.
Cld bark Hannah Thornton, Swassy, Havana; brig Rivu-let, Dorris, Montevideo; schr Sarah Ann, Allen, East Ches-ter, NY.

SHIP JOHN C CALHOUN, which was ashore at Matanilla Rest, by some carleseness took fire and was burned to the water's edge. She had a cargo of 2010 hale cotton—500 bales had heen previously got cut dry. The remainder of the cot-ton was being saved, and would be sold at Nassau.

had been previously get cut dry. The remainder of the cotton was being saved, and would be sold at Nassau.

Br Ship Jak Whitz, at Liverpool 13th ult from Charleston, encountered a hurricane on the 21st, 22d, and 23d Feb,
is lat 40 N, lon 50 W. from ESE to NE. She lay to with
tarpauline in miner rigging, and her decks were constantly
flooded with the seas that she shipped.

Ship Star of the West, Woodward, hence at Liverpool
10th ult on 21st Feb, encountered a heavy gale from ESE,
which increased to a burrienane next day; on the 24th, the
gale still continued from SW, is lat 41 N, lon 50 W, had
decks swept, ship much strained, and making water; passengers constantly at the pumps, and the erew throwing carrooverboard till the 25th, enclavoring to stop the leaks. Abt
100 to 20 tons of Indian corn and leather were thrown overboard; lust spars, sails, bulwarks, stancilons, &c.

Shir Jas Charson (new), White, of and from Baltimore
about Jan 31, for London, abandoned, was picked up by the
mate and crew of the Marathon (supposed a Br vessel), and
taken into Liverpool 16th ult. The Cleors, arrat New Bedford 31st receivs appaking 17th ult the eath Saxon, from CaTwo Friends, with the crew of the Jas Cheston en board.

Shir Cowren, from Callao via Hampton Roads, at

along finely.

WHALESHIP AMPRICA, of Edgartown, at Tablti Jan 5, repairing, had struck upon a sunken rock, off Cape Maria, no

date, Ac.

BARK WM CHANE, from Porto Rico for Georgetown, SC, before reported ashers at Hog Island, was in 10½ test water, which is about her draft. Mesers Baker have gone from Norich to assist her, and if the wind keep of shore, vassel and cargo might be saved. They are to receive \$2000 for saving vessel and cargo.

BARK PILGRIM, of Portland, abandoned on the passage from Baltimore for Schiedam, had a cargo of 15 000 aushels rve.

BARK PILEARM, of Portland, abandoned on the passage from Baltimore for Schiedam, had a cargo of 15 000 sushels rye.

BRIG CATMERINE & MARY, hence for Curacoa, before reported abandoned at sea, was fallen in with by brig Leonidas, Crossman, from 81 Domingo, who took off Capt Coombs and crew, and would carry them to 81 Domingo, whither the Leonidas was bound. The Leonidas was spoken March 6, fat. 17 10, lon 67 25, by the French vessel Arequips, which vassel made the above report on her arrival at Havana. The statement that the Arequips had rescued the crew of the Catharine & Mary, was a telegraphic error.

BRIG ALMION COOPER, of Portland, from Caimito for Havana, before reported to have been on shore twice on the south side of Cuba, and subsequently get off by the Spanish authorities, was a good brig of about 154 tona. 7 years old, insured for \$4500 at the Provincial office, Toronto, Her freight and outfit were nastred for \$2500 at a Georgia office. SCRR JONAS SPARNS, from Aspinwall via Ker West, for NYOR, put into Wilmington, NC, 28th ult, for repairs, having on 22d encountered a gale from WSW, in which abe had be trunk of the cather the the trunk of her centre board started and lost her mainsail.

Fishing Schik Royer—Power, of and from Gloucester for the Banks put into Halifax, Moreh 27, having been in contact 26th, 3 A M, Sambro light N by W 40 miles with Br bark Halifax, from Halifax, for Boston. The Royer had several stancheons broken, and received other damage. The Halifax lost jibboom, head rails, guys, &c.

LONDON, March 10—The American three mast schooner Chas Kean, Chattin, of New York from Demarars, which got on shore under the South Foreland during thick weather, and was assisted off, has arrived in the London docks. She lost three anchors and a chain, had part of forefoot torn off, and leaked slightly.

American March 13—1600 bales cotton are saved on the Park, and many more on the beach, from Am ship Franchise, near Studwall's.

Hollywing, March 14—About 1000 bales of catton in fair

chise, near Studwail?

Chise, near Studwail?

Houveran, March 14—About 1000 bales of cetton, in fair order, about 500 ball-bales and pieces of bales. J beavy sacks of loose cotton, and a field full spread to dry, have been saved from the John Bannerman.

Arr at New Bedford March 31 ahip Herald, Slocum, Ochotsk Sea with 1300 bbls of sperm oil, 1000 bbs of whale, and 28,000 lbs bone. Has sold as 20,000 lbs bone. Sea with 1300 bbls of sperm oil, 1000 bbts of whale, and Also are are bark Cleora, Smith, Pacific Ocean, with 1200 bbls sp cil.

Arr at Table Bay, CGH, Jone 14. bbls sp cil.

Arr at Table Bay, CGH, Jan 14, Montezuma, Forsyth, NL, and sid 233.

Spoken—Feb 13, lat 2643 S, lon 31 55, Monmouth, of Cold Spring.

Spoken—Feb 13, lat 26 43 S, lon 31 55, Monmouth, of Cold Spring.

Spoken.
Ship Atias, Hanna, from Baitimore (Oct 24) for Caliao, Feb 3, of Cape Born.
Ship Minetrel, Potter, from Boston (Feb 3) for Batavia, Feb 15, lat 22 40 N, lon 36 W.
Ship Rockall, Martin, from Boston (Feb 2) for Calcutta, Feb 20, lat 10 20 N, lon 29 29.
Ship Samuel Willetts, Spicer, hence (Feb 20) for San Francisco, March 2, lat 23 N, lon 42 W.
Each Lucilla, Fuller, 25 days from Sumatra for Boston, Jan 2, lat 20 40 S, lon 29 18 E.
Bark Gen Taylor (of Boston), Barton, from Newport, E, for Charleston, March 10, lat 48 25, lon 10 11.
Bark Union, Clark, hence for Punts Arenas, Jan 5, lat 36 28 S lon 16 30.
Schr Saxin, of NYork, from Calais for Barbadoes, March 25 S. Ion 10 30. Schr Saxen, of NYork, from Calais for Barbadoes, March 17, lat 28 25, lon G, with loss of deck load of lumber and fore-mast sprung—by the Cleora at New Redford. Schr Susan Hall, of Provincetown, from Aux Cayes for Booton, March 20, lat 28, lon 72.

Schr Susan Hall, of Provincetown, from Aux Cayes for Boston, March 20, last 36, lon 72.

Foreign Ports.

Anwers p.—Sid March 14 beckinvar, Norton, NYork; 15th, Wm Kathbone, Fratt, Liverpool.

Akvan—Arr Jan 2 ship Columbis, Jenkins, Sydney, NSW.

Bondracx—Add March 9 Montreal, Lavender, for New York; Edw Everett, Gunby, for do; Otomoco, Hewes, for N Orleans; Adams, Wescott, for do; Otomoco, Hewes, for N Orleans, Adams, Wescott, for do; Moller, NOrleans via Queenstown.

Bright—Arr March 12 Whilemina, Moller, NOrleans via Queenstown.

Bright—Arr March 15 Willemina, Moller, Norleans via Queenstown.

Bright—Sid March 6 Wieland, NYork; 7, Caroline, do. Cardensa—In port March 17 brig Swan, Cousius, for N York 3 days inch 25th. Mch 18, barks M B Stetson, Bashford, for Boston, 162; Gerard, O'Neil, do, do; brigh Mary Means, Hopkins, for NYork, do; Julis Ford, Griffin, do, do.

Carden Town, C G H—In port March 5 barks Racehorse, Carden Town, C G H—In port March 5 barks Racehorse, Sealles, und; Aby, Nickerson, for Smyrna and Boston Sonie, und; Aby, Nickerson, for Smyrna and Boston Scales—In port March 4 ship Equity, Nerse, for Alicant

CONSTANTISOFILE—In port March o ourse macendree, Searles, une; Abby, Nickerson, for Smyrna and Boston soon.

Caniz—in port March 4 ship Equity, Noyes, for Alicant soon, to finish disg.

Caniz—Arr Feb 21 Jessie Munn, Mobile.

Cowss—Off the Wight March 5 Clio, of and for Bramen, 23 days from NYork; 15th, Hudson, from do., of and for Human.

(The is portact with the Queen for the Sear, from Alexa a Gris. E).

Passed Bread Stairs 15th, ship G B Lamar, Mayhew, from N Yerk for London.

Garway—Gid March in Clarence, M'Donough, N'Fork.

Grand—In pert March 10 ships Soldan, Brans, from New Orleans, arr libbi; Abby Brown, Brown, Brans, from New Orleans, arr libbi; Abby Brown, Brown, Garnes—May, arr 9th; harks Jas Beriant, Lovett, for Palerne soon, May and Wobster, along the Seriant, Lovett, for Palerne soon, and Wobster, along the Seriant, Lovett, for Palerne, Sear, Stair Stair, Stair,

gias, for Philadelphis; and obnors a searce, were getting to sea morning of 25th), ship Loch Larsac, Hichborn, Cardanas, (to load for Falmouth 1,000 hhds molasses, 22 10); bark Washington Butcher, Colline, Philadelphia, schr Aid, Adams, Charleston.
Livergole—Aer March 15 ships Rocklight, Drummond-Assyris, Wade; Baltic, Moser, Try (Ep.) Sampson, and Curtis, Matamas via Gueenstown,
Adv. America (s), Leitch, for Boston Slat; Mariner, Barker, do 28th; Oliver Putnam, Lecraw, do 25th; George Pabody, Manson, do 27th; Western Empire, Winsor, do 5th nat; Parliament, Pollard, do 12th; Baltic (s) Comstock, the Nork 28th; Oliver Putnam, Lecraw, do 25th; George Pabody, Manson, do 27th; Western Empire, Winsor, do 5th nat; Parliament, Pollard, do 12th; Baltic (s) Comstock, the Nork 28th; Win Tapacott, and Emerald isle, do 12th; Albert Gallatin, and Free Trade, do 21th; Henry Clay, do 27th; Progress, do 1st tinst Hiddlesex, do 36t; Americas Union, New York and Rappshannonk, do 6th; Fre Page, Cyth, Progress, do 1st tinst Hiddlesex, do 36t; Americas Union, New York and Rappshannonk, do 6th; Pre Page, Tucker, and Archie, do with despatch; Tucker, and Archie, do with despatch; Polinadelphia, Old Dominion, and Chimboravo, do with despatch; F W Brune, for Raitimore 20th; Annapolls, do with despatch; Province, for City Foint soon; Caroline, for Charleston 29th; Eastern Queen, do with despatch; Storia, for Savannah 19th; Kalamaseo, do with despatch; Storia, for Savannah 19th; Kalamaseo, do with despatch; Storia, for Savannah 19th; Kalamaseo, do With Gallatis, for Savannah 19th; Kalamaseo, do With despatch; Storia, for Savannah 19th; Kalamaseo, do With Gallatis, for Savannah 19th; Kalamaseo, do With Gallat

Mason, Cardenas, to load for ——; brige Elmira, Hall, Roston; Royal Sailor, Wish, Portlann; Chas Hoath, Stimpson, Cardenas.

Manzanillo—in port Mch 10, sohr W A Dressor, Dodge, for Boston, idg. Sie 5th sohr Tiega, Stoodard, do.

Manzacza—in port March il Dariss Brochers, Gooch, for Niaven 3 davs. Hyperion, Orifiths, for do wig carco; William, Gray, for Pones 65, brigs Indian Queon, Brown, and Æclins, Moulton, for Niaven 7 (both previously reported from Philadelphia fee fee (Br.) Douglas, for Philadelphia next day; Quean Guide, Grant, from Portland, just arr; sohr Armstrong. —, from do, do before reported arr abt Feb 22); and three other Am vossels names not recollected.

Mansaillass—Adv March 17 Theorems, Low, for N York; Louisiana, Batjer, do; Texas Marrill, do.

Newport—Arr March 13 Thetis, Cassaily, Annan; John Ravenel, Morrison, Liverpool, to load for Charleston.

Ponce, PR—in port March 12 Jark Maraval, Ward, from Trinidid, une; brigs A M Strout, Strout, and Sants Clara, Elling worth, for N York and Sants Clara, Forn AV York 4 days; Warren Brown, Bortlett, for do. 8, Crown, from Wilmington, N.C., do; Smyrns, Greder, fee Boston, dische, to commence loading next day; R G Kont, from St. Thomas, for N York, loading to sail in Zweeks; sehr Lysander, Elsey, ready, but warted a cres.

At do. 14, bark 8 Train, Downey, for N York 3 days; brigs olashed, Brsy, for N York; desh York; and Governor, Watson, for N York.

Pallerno—In port March 19 Meridian, Warne, Charleston.

Pallerno—In port March 7 barks, Speedwell, Howes, for

— Callao; schra Atlantic, Demerrit, Nassau, NP; Gree-Caroline, Dill, Perland, Verglade, French, Arceibo, PR; Chas Colgate, Seaman, New York. Cld treamer Jos Whitney, Howes, Hoeton; Banshee, Wingste, Rio Janetro; schin New Heeton; Dianshee, Wingste, Rio Janetro; schin New Heeton; At Kuekenrie, Drinko, Portland, Me, J Silliman, ——, Athens. NY; Jeroleman, Lines, Boston; Carlton Jayne, Taylor, New York.

BOSTON—Arr March JI. P. M, ship New England, Proteau, Savannah; barks C Brewer, Ellems, Baltimore; Laconia, Howes, Philadelphia; brigs Vulture, Perkins, Port au Prince Hith ult; Ranhow, Emerson, Trinidad IIth ult; Olive (of NYork), Ingalls, Cardenas 16th inst; Chae Miller, Brewer, Sagua 14th inst; Celestina, Leighton, Darion; Trindelen, Havener, Darion 13th inst; Maratlan, Thomas, Cape Charles, Va: Matannas, Frisble, Philadelphia; schra Daylight, Mitchell, Georgetown, SC; Mary Jane, Soule, Norfolk, Mariel, Hinf, de; Alfred Chase, Wison, do; Mary Pierce, Blizard, Brandywine; Garette, Crowell, Albany; Auslin, Hall, NYork; Am Belle, Brown, do, Sld steamer Wm Jankor Key.

kins. Piedmont; bark volunteer; brig Demarara; seur mix-ver Key.

Arr April barks Franklin, Gibbs, Trinidad 3d ult; Har-vest (of Nyork), Nichols, Savannah; Zion, Reynolds, Balti-more; brigs Neptune, Parsons, Cientuegos 5th ult; Emily, Hutchine, Cardenas fich ult; Vistor, Ellis, Sagua 14th ulti (had very heavy weather, lost atern bont, aprung a leak, &c); sehr Mariotta Burr. Nickerson, Alexandria vis Salem. Signal for a bark and a brig.

BATH—Arr March 30 brig Caroline, Brown, Choptank river.

Signal for a bark and a briz.

BATH—Arr March 30 briz Caroline, Brown, Choptank river.

BRISTOL—Arr March 31 schr Ell Townsend, Williams, Philadelphia; stoop T W Thorne, Durfee, N York.

GALAIS—Arr March 23 schrs Black Hawk, Robinson, Baltimore; 24th Wilmington, Notson, N York.

CHARLESTON—Arr March 29 brig Souther, Kendrick, Notski, teller Louisin, Hudson, do', Alvayado, Griffin, Souther, Celler Louisin, Hudson, do', Alvayado, Griffin, Souther, Celler Louisin, Hudson, do', Alvayado, Griffin, Cardiffe, Cell ships Gen Parklil, McKown, Liverpool: Mary Merrill, Kinsman, NOrlesus.

KAST MACHIAS—Sid from below March 28 schrs Presto, NYork; Yantic, Kellar, do; schrs Presto, Yantic, Dolphia, and MagMower, which ald 28th from below for NYork, returned 29th and anchored again on account of head wind, which has blown from Wto SW for the last ten days. In port 29th schr Grisey, tor NYork, Idg.

EASTPORT—Arr March 22 schrs Southerner, Parritt, Philadelphia; 20th Roanoke, Dinsmore, NYork; Kalos, Mathews, Billimore.

The Machinery of the State of the Brown, Chester, and M E Matthewa, Shropshire, Philadelphia. Sid schr Martha Wrightington, Wrightington, for Philadelphia.

GEORGETOW N. SC.—Cid March 28 schrs Jane P Glover, NYOR, St. State State

AND ALBUNK—Arr March 31 brig Sarah Elizabeth, Tooth-akra, Georgetown SC, via Holmer Hole, MESTIC.—Sid March 31 brig Agnes, Lord, Darien, Ga. MOBILE—Arr March 25 t 25 brig B Vonng, Pettingill, BUBLLE—Arr March 25 : 28 brig B Young, Pettingill,
NEW LONDON—Arr March 39 sehr John E Smith, Cartury, Philadelphis,
NEW PORT—Arr March 39, PM, brigs War Eagle, firown,
Gusyman for NHaven; and Paller, Boston for Philadelphia (and both sid morning of Blat). Sid Blat, bark Eggelcior (from Ponce). NHaven; sebrs Rosannsh, Rose (from
Providence), Charleston; Kate Brigham (from do), NYork;
Ghan C, and Florids (from Boston), for Philadelphia; and a
large fleet, before reported, detained by head wind.

NEW BEDFORD—Arr March 31 sehr M IR Read, Keller,
Baltimore. Sid brig Alvawilliken, Fish, Darien, Ga; achre
beck, from Warcham/do; Julia Smith, Crowell, do; B Friak,
NORPOLK—Arr March 30 sehr Engris Sering, Righardson, NYerk, Cid brigs Bryon Bradbury, Miller, Matsaras;
Albatros, Patterson, Boston; schr Mountain Eagle, Ames,
Cardenas.

PENSACOLA—Cid March 23 schr Mountain Eagle, Ames,
Cardenas. Albatross, Patterson, Boston; schr Mountain Eagle, Ames.
PENSACOLA—Cld March 24 ship Mozart, ————. Havana.
PHILADELPHIA—Arr April 1, PM, schr Ariadne, Hard

PHILADELPHIA—Arr April 1, PM, schr Ariadue, Harding, Holmes's Hole.
PROVIDENCE—Arr March SI seinz Augusta C Browse for Nyork). Saunders, Moldie: E S James, Westcote, Savannah; aloop Pointer, Fowler, Nyork; propeller Oscocia, Manchester, do. Sid schr Henry B Gilson, Avery, Alexandria.
Arr April I propeller Ospray, Kinney, Nyork, Sid brig Pacific, Fuller, Savannah, to lead lumber for Thomaston; schrs Albermarle, Plusrt, Pantego, NU: Benj Brown, Rogers, and New Regulns, Satterjey, Alexandria; Louisiana, Crockett, a port in Chesapeake Bay: I L Hammond, Kinney, John Rogers, Shropshire, and Shenandon, Batcholder, for Philadelphia; Moses G Leenard, Lewith, James Rivar; sloop Wm H Bowen, Hallock, Nyerk.
PORTSMOUTH—Arr March 2 schrs James Wixon, Rogers, Norfolk; Auvora, Williams, and Ocean Star, Tiden, Nyers.

PORTS MOUTH—Arr Barch 28 schrs James Wixon, Rorers, Norfölk; Aurora, Williams, and Gosan Star, Tilden, N
YOUTH MOND—Arr March 29 schrs Henry Harton, Gliss,
Nork vin City Point; J T Bertins, Robbins, NYork
Nork vin City Point; J T Bertins, Robbins, NYork
Nork vin City Point; J T Bertins, Robbins, NYork
Nork vin City Point; J T Bertins, Robbins, NYork
SALEE—Arr March 29 schrs Native American, Dalley,
Roston, to load for Georgetown DC; 30th R & H Estell, Haker, Bavering, to load for Alexandrin. Sid 25th schr Leesburg, Swift, NYork
Arr Biss schr Sarah & Leuiss, of Weilfacet, Tamice, Va;
Myors, Rhodes, Rondont; Charles A Heckscher, and Sarah
Elisabeth, Philadelphis.
SAVANNAH—Cid March 28 bark Mary Elizabeth, Ryder,
Boston; brig Webster Kolly, Hengan, Sr Jago,
WILMIN GTON, NB—Arr March 28 beigs Fanny (Bri, Inness, Trindant; Albert Adams, Eldridge, Boston; schre J B
Chedbourn, Wainwright, do; Jones Sparks, Whitsker, Aspinwali vin Kay West for New York, Marchies, Smith, Nac
York; 19th, brig Ins (Br., Williams, do; schr Vapor, Santh,
do; Cid 29th brig John Hebayany, Smith Cube song &
Flonger, Applicit, New York. Bremes.

DEAT-Sid March IS ship Albatross, Knowles (from Calcutts), London.

Off the North Foreland about 16th, ship Monterey, Purinton, from Natile for Assaudedne.

Gnavanan.—Acr Hageh 15 Miramichi, Wylie, Darjon